





**Mails.**

# U.S. MAIL LINES.



**PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.**

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

**PROPOSED SAILINGS FROM HONGKONG.**

Ship	Tonnage	Sailing Date	Destination
"HONGKONG MARU"	6,377	SATURDAY, 31st October, at Noon.	San Francisco
"CHINA"	5,060	FRIDAY, 6th November, at Noon.	San Francisco
"DORIC"	4,784	SATURDAY, 14th November, at Noon.	San Francisco
"NIPPON MARU"	6,307	TUESDAY, 24th November, at Noon.	San Francisco
"SIBERIA"	1,284	WEDNESDAY, 2nd December, at Noon.	San Francisco
"COPPIO"	4,352	WEDNESDAY, 9th December, at Noon.	San Francisco
"AMERICA MARU"	6,307	FRIDAY, 18th December, at Noon.	San Francisco
"KOREA"	11,276	SATURDAY, 26th December, at Noon.	San Francisco
"GABIC"	4,205	SATURDAY, 2nd January, 1904, at Noon.	San Francisco

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T.Y.K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia; and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

**FEATURES OF THIS LINE.**

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 28th October, 1903.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

**SAFETY. SPEED. PUNCTUALITY.**

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

**PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).**

R.M.S.	Tonnage	Sailing Date	Destination
"ATHENIAN"	3,882	WEDNESDAY, 4th November.	San Francisco
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 18th November.	San Francisco
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 16th December.	San Francisco
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 13th January, 1904.	San Francisco
"ATHENIAN"	3,882	WEDNESDAY, 27th January.	San Francisco
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 10th February.	San Francisco
"TARTAR"	4,425	WEDNESDAY, 24th February.	San Francisco
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 9th March.	San Francisco
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 30th March.	San Francisco
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 20th April.	San Francisco
"ATHENIAN"	3,882	WEDNESDAY, 27th April.	San Francisco
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 11th May.	San Francisco

THIS magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

**PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.**

Steamers	Destinations	Sailing Dates	Freight
SAXONIA	HAVRE and HAMBURG.	3rd Nov.	Freight.
Bremer	(Calling at SINGAPORE and PENANG.)		
CANADIA	ANTWERP and HAMBURG.	14th Nov.	Freight.
Wagner	(Calling at SINGAPORE and COLOMBO.)		
MARBURG	HAVRE, BREMEN and HAMBURG.	21st Nov.	Freight.
Stern	(Calling at SINGAPORE and COLOMBO.)		
SUEVIA	HAVRE and HAMBURG.	1st Dec.	Freight.
Borck	(Calling at SINGAPORE and PENANG.)		
ARAGONIA	HAVRE and HAMBURG.	15th Dec.	Freight.
Forst	(Calling at SINGAPORE and COLOMBO.)		
NURNBERG	HAVRE and HAMBURG.	29th Dec.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG.)		
AMBRIA	HAVRE and HAMBURG.	5th January, 1904.	Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO.)		

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 27th October, 1903.

## Shipping—Steamers.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

**HONGKONG-CANTON LINE.**

S.S.	Tonnage	Captain
"HONAM"	2,363	H. D. Jones.
"POWAN"	2,338	G. F. Morrison, R.N.R.
"FATSHIN"	2,260	A. W. Dixon.
"HANKOW"	3,073	C. V. Lloyd.
"KINSHAN"	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

**SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.**

S.S.	Tonnage	Captain
"HEUNGSHAN"	1,998	W. E. Clarke.

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

**CANTON-MACAO LINE.**

S.S.	Tonnage	Captain
"LUNGSHAN"	2,197	T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND M. STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

**CANTON-WUCHOW LINE.**

S.S.	Tonnage	Captain
"NANNING"	563	R. D. Thomas.
"SAINAM"	588	B. Branch.
"TAK HING"	618	T. A. Webster.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD 1357c

Hongkong, 30th September, 1903.

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP, 3, DUNDRELL STREET, HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILATJAP...	JAVA PORTS via MACASSAR.	November 9	SHANGHAI, KOBE and YOKOHAMA.	November 12
TJIMAH...	Do.	December 2	Do.	December 5
TJIPANAS...	YOKOHAMA and KOBE.	November 17	S'PORE, JAVA PORTS and MACASSAR.	November 21

The Steamers are all fitted throughout with Electric Light and have Superior Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE AGENTS, HOTZ, S'JACOB & CO.

Telephone No. 201. Hongkong, 23rd October, 1903. [1163c]

## Portraits, Groups, Enlarging, and Copying in all sizes.

C. W. CLARK, No. 4, 102 HOUSE STREET, Between Queen's Road and Des Voeux Road.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

## THE MUTUAL STORES.

GENERAL STOREKEEPERS, WINE AND SPIRIT MERCHANTS.

25, Des Voeux Road Central, Hongkong, and Shakee Street, Canton.

SOLE AGENTS FOR

## "KIRIN" LAGER BEER. PARKMORE GLENLIVET WHISKY.

Largest Importers in the Colony of HEINZ FAMOUS PICKLES & PRESERVES. FRESH AUSTRALIAN BUTTER.

Hongkong, 22nd September, 1903. [553c]

## HOTEL CRAIGIEBURN.

PLUNKET'S GAR, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [17]

## THE YOKOHAMA DOCK CO., Ltd.

**No. 1 DOCK.** Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

**No. 2 DOCK.** Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [573c]

## GO TO THE KOWLOON HOTEL.

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

## THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. [133c]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the undersigned, being Sole Agents for—

## DR. AUER VON WELSBACH CO., VIENNA.

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

## KRUSE & Co., CONNAUGHT HOUSE.

954c]

## HONGKONG JOCKEY CLUB. NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS OF the above Club will be held in the CITY HALL, on MONDAY, 26th OCTOBER, at 4 P.M.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 26th October, 1903. [1265c]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out from the West end of Stonecutters' Island on the undermentioned dates at Barrett Targets in a westerly direction, to the South of Chungking Island—

October 30th, at 6 A.M. October 31st, at 3.30 P.M.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 20th October, 1903. [1295c]

## DEUTSCHE WEINGESSELLSCHAFT DUHR & CO., COBLIN.

STOCK ON HAND OF AHRLEIGHART, a red Ahr Wine at \$18.50 GRAACHER, Moselle at \$16.50 LAUBENHEIMER, Hock at \$15.00 All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO. Hongkong, 16th October, 1903. [1259c]

## MADAM FLINT & CO.

IMPORTERS OF FRENCH MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED during the Summer Months.

PRICES MODERATE.

CONNAUGHT HOUSE, Rooms 4 and 5.

Hongkong, 1st October, 1903. [1202c]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

## EYES FLUID

UNIVERSAL SOFT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [14]



## THE TORPEDO IN NAVAL WAR.

The naval correspondent of a home paper deals with the future of the torpedo, and anticipates its playing a more prominent part than it is at present credited with. He writes:—

Not the least important lesson learned during the recent manoeuvres was the fact that, thanks largely to increased efficiency derived from the gyroscope, the Whitehead torpedo is a weapon to be taken into very serious consideration in future naval battles. Seven or eight ships were actually struck thereby, and altogether a great impression was made. For some years past there has been a growing but very mistaken tendency through the Service to ignore the possibilities and capabilities of torpedoes in actual warfare. In a word, the reputation of the Whitehead has been at a discount; though, when one comes to consider the question, it is difficult to see why, for the gyroscope is no longer a new thing, and everyone knows the improvement which it has brought about in the value of the torpedo. Probably the growing conviction that battle firing will be carried out at long ranges has something to do with this failure to give Whitehead torpedoes their due; and, indeed, it is difficult to believe that the use of submerged tubes in action will be anything else but extremely limited. On the other hand, destroyers—and before long, submarines as well—appear to be destined to have considerable voice in the settlement of the next naval struggle; and who knows but that greater glory awaits the torpedo than either the gun or the ram?

## STEAM AND SAIL.

The detailed account of the late voyage of the *Sunbeam* to Canada and back, given by Lord Brassey in a letter to the *Times*, has interest from a higher standpoint than that of the yachtsman. It shows, for one thing, that, for certain purposes, a combination of steam and sail power has considerable advantages compared with the use of either by itself. On the outward voyage of the famous schooner, contrary winds were so much in evidence that only 839 miles out of 3,636 were accomplished by sailing. But on the way back to England, the position was reversed, no more than 240 miles having to be performed under steam. The coal consumption for the entire trip—a matter of vital importance on long voyages—was consequently kept down to 140 tons, but the yacht nevertheless managed to maintain an average speed of 202 miles a day. Lord Brassey also bears witness to the good resulting to crews from occasional resort to sail power alone; it completes the professional equipment of the "handy man" and safeguards him from growing rusty in seamanship and hardiness of the old sort. Of course, it is not given to all to possess a staunch cruiser of 227 tons, capable of going anywhere and facing all sorts of weather. But it would certainly be to the national advantage if some of the enormous sums spent on international yacht racing—machine racing would be the more accurate description—were diverted to that purpose. *Skimming dish* craft would fare very badly if caught in the tail end of the recent hurricane, as the *Sunbeam* was when approaching soundings last Saturday. But she weathered the heavy gale and the tremendous seas splendidly, and does not appear to have suffered in any way.—*Globe*.

## Auction.



## PUBLIC AUCTION.

IN BANKRUPTCY.  
By THE TACK-LEE FIRM,  
BY ORDER OF THE OFFICIAL RECEIVER  
AND TRUSTEE.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

on MONDAY, the 2nd November, 1903, at 3 P.M.,  
At LAI ON'S GODOWN, No. 956, West Point,  
THE FOLLOWING QUANTITY OF  
ASSORTED MATTINGS,

Comprising:—  
462 Rolls 70 to 75 lbs. weight per roll, 40 yds. long by 1 yd. wide.  
83 Rolls 20 yds. long by 1 yd. wide, Pin Fa Matting.  
126 Rolls 30 yds. long by 1 yd. wide, Pin Fa Matting.  
23 Rolls 40 yds. long by 1 yd. wide, Ngan Ko Coloured Matting.  
10 Rolls 40 yds. long by 1 yd. wide, Hop Fa Coloured Matting.  
2 Rolls 40 yds. long by 1 yd. wide, Cheung Kai Coloured Matting.  
20 Rolls 40 yds. long by 1 yd. wide, Cheung Kai Coloured Matting (superior quality).  
8 Rolls 40 yds. long by 1 yd. wide, Cheung Kai Coloured Matting.  
28 Rolls 40 yds. long by 1 yd. wide, Cheung Kai Coloured Matting.  
27 Rolls 40 yds. long by 1 yd. wide, Cheung Kai Coloured Matting.  
137 Rolls 40 yds. long by 1 yd. wide, Tang Cheung Matting.  
30 Rolls 40 yds. long by 1 yd. wide, Cheung Kai Matting (superior quality).  
956 Rolls.  
TERMS:—As usual.

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,  
Hongkong, 28th May, 1903. [1289]

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.  
In Bags of 25 lbs. net \$2.85 ex Factory.  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 15th August, 1903. [129]

## Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.  
NOTICE.

## CONSIGNEES OF CARGO per Steamship

"CHINA."  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON,  
Acting Agent.  
Hongkong, 26th October, 1903. [127]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SUEVIA."  
Captain Borch, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd November will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd November, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.  
Hongkong, 28th October, 1903. [1302]

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"HAMBURG,"  
of the HAMBURG-AMERIKA LINE,  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 5th November, at 9.30 A.M.

All Claims for damage must be sent in before the 9th November, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.  
Hongkong, 29th October, 1903. [1303]

Intimations.

"KABUTO BEER"  
PURE  
DELICIOUS  
REFRESHING  
may now be had in Cases of  
4 Doz. Quarts at \$15.00.  
MACWEEN, FRICK & CO.,  
3, DUNDRELL STREET.  
1st September, 1903. [6506]

TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.  
PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.  
Special Prices for Quantities.  
Sole Agents—  
SIEMSEN & CO.,  
Hongkong, 10th January, 1903. [1954]

JAVA-CHINA-JAPAN LINE.

渣華中國日本何蘭輪船公司  
REGULAR STEAMSHIP LINE FROM  
JAVA TO CHINA AND JAPAN,  
AND BACK.

THE HEAD AGENCY of the above  
Company has been OPENED at No. 3,  
DUDELL STREET.  
R. BISSCHOP, General Agent.  
Hongkong, 5th October, 1903. [1213]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAIL-MAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTOR  
AND GENERAL COMMISSION  
AGENTS.  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1904. [129]

## Intimations.

THE  
ROBINSON  
PIANO  
Co., LTD.

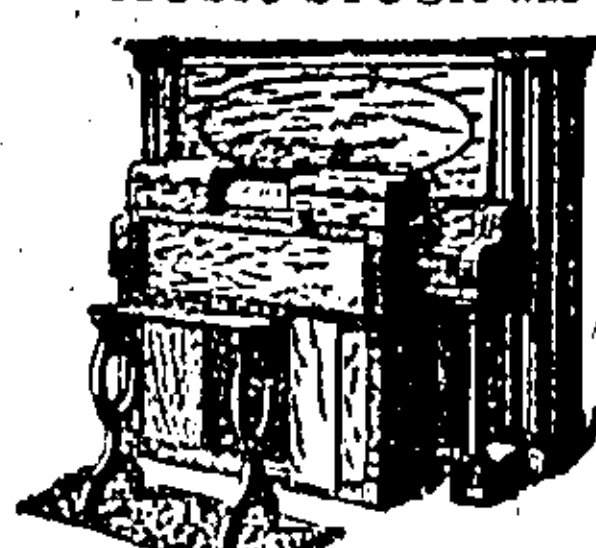
## NOTE.

ENTIRELY  
NEW STOCK  
ARRIVING.

SPECIALLY AND MOST CAREFULLY  
CHOSEN BY OUR  
MR. ROBINSON,  
NOW IN EUROPE.

GREAT  
REDUCTIONS  
in our present stock of Pianos and Musical  
Goods.

Our NEW MUSIC STOCK has arrived.

THE APOLLO  
MASTER PIANO  
PLAYER

## THE BEST OF ALL.

THREE STYLES:  
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [4156]

## LEVY HERMANOS.

JEWELLERS AND WATCHMAKERS.

BASTMAN'S  
KODAKS AND FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.  
10, QUEEN'S ROAD,  
WATSON'S BUILDING

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
ICEHOUSE ROAD.

Is shown a picture of his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUNDS AND VIEWS  
are available.  
11th December, 1903. [121]

Relieves the scalding  
pain at once  
and  
CURES  
all discharges from  
the genito-  
urinary or-  
gans in either  
sex in  
48 HOURS  
Santal-Midy  
is a  
specific  
for  
Cystitis

Unlike the san-  
dial oil of the  
Bazars, it is su-  
perior to Co-  
paiba, Cubebs,  
or injections,  
and causes  
no inconvenience.

Beware of imitations  
Each tiny Capsule  
bears the name  
8, RUE VIVienne, PARIS

THE HONGKONG  
STUDIO,  
HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-  
GINGS and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.  
Hongkong, 15th September, 1903. [12206]

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 26, Connaught Road Central.  
Hongkong, 9th February, 1903. [120]

TSU FAN  
DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 28th November, 1903. [12999]

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accu-  
rate reports of local occurrences, and of mat-  
ters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively display-  
ing advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week.....\$ 2.85  
One month.....7.20  
Two months.....13.00  
Three ".....20.00  
Six ".....37.00  
Twelve ".....73.00  
No charge less than one dollar.

Discount allowed on—  
3 Months Contracts..... 5 per cent.  
6 "..... 10 " "  
12 "..... 25 " "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
\$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PAMPHLETS,

## CARDS.

## CIRCULARS,

## EXPRESSES

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap at

## THE HONGKONG TELEGRAPH

## OFFICE.

Estimates given for all classes of work on  
application to

## THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,  
Hongkong.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU..... J. B. MacMillan.....	MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID .....	SATURDAY, 31st Oct., at Daylight.
KINSHU MARU..... T. Harrison.....	ROMBAY, VIA SINGAPORE and COLOMBO .....	SATURDAY, 31st Oct., at Noon.
IYO MARU..... C. H. Butler.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA .....	MONDAY, 2nd Nov., at 4 P.M.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,  
Acting Manager.

Hongkong, 30th October, 1903.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd November, 1903,  
at 1 P.M., the Company's Steamship  
"YARRA," Captain Selier, with Mails  
Passengers, Specie and Cargo, will leave  
this Port for MARSEILLES, via Ports of Call,  
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till NOON  
only on MONDAY, the 2nd November, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board, they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

Agent.  
Hongkong, 21st October, 1903. [10046]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,  
VIA  
SHANGHAI, INLAND SEA OF JAPAN,  
KOBE AND YOKOHAMA,  
FOR VICTORIA, B.C. AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY  
COMPANY.

Steamers. Tons. Captains. 1903-04.

Shamun.....	9,606	W. M. Smith.....	Nov. 14
Olympia.....	2,837	A. Dixon.....	Nov. 25
Tacoma.....	2,812	M. Ridley.....	Dec. 15
Victoria.....	3,502	J. Truebridge.....	Dec. 19
Tremont.....	9,606	T. W. Garlick.....	Dec. 24
Lyra.....	4,417	G. V. Williams.....	Jan. 21

+ Cargo only.  
Steamers marked (\*) have no second-class  
passenger accommodation.

The attention of passengers is directed to  
the very cheap rates offered by this line to the  
Pacific Coast and to the Interior and Eastern  
Cities of the United States and to Europe.

Special rates allowed to members of Govern-  
ment Services.

Through Bills of Lading issued to Pacific  
Coast Ports and to the Principal Cities in the  
United States and Canada.

For further information as to Freight or  
Passage, apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 28th October, 1903. [1874]

## Hotel.

KING EDWARD  
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

## LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR  
AND  
BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table d'Hotel at Separate Tables.

For Terms, &c., apply to the  
MANAGER.  
Hongkong, 29th October, 1903. [11194]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
FRANTS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL,"  
Captain G. Phillips, carrying His Majesty's  
Mails, will be despatched from this Port for  
BOMBAY, on SATURDAY, the 7th November,  
at Noon, taking Passengers and Cargo for the  
above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
at Bombay.

Parcels will be received at this Office until 4  
P.M. on MONDAY, the 2nd November, and  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 27th October, 1903. [124]

## Notice of Firm.

THE PUBLIC are hereby notified that the  
Undersigned are the SOLE AGENTS  
for the above mentioned Coal in this Colony.  
MIDZUSHIMA & CO.  
Hongkong, 8th October, 1903. [12286]

## To be Let.

TO LET.  
CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice  
Houses, 4 Rooms, Bath Rooms, Out-  
houses and Verandahs. Only \$40 inclusive  
of Taxes.

S. A. SETH,  
Land and Estate Broker,  
Dairy Farm Co., Ltd.  
Hongkong, 12th September, 1903. [9166]

## TO LET.

HOUSES in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, CAUSE-  
WAY BAY, facing the Polo Ground.  
GODOWNS in BOWRINGTON, Praya East.  
No. 1, RIFON TERRACE in Flats,  
GODOWNS in BLUE BUILDINGS.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO



## Intimations.

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Doz.
ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION LARRIVE	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET CANET	28.00	—
CHATEAU LA TOUR CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

All less 10% discount on account of Current Exchange.

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANIS  
are recommended to the notice of Connoisseurs as high-class after-dinner Wines.A. S. WATSON & Co.,  
LIMITED,  
THE HONGKONG DISPENSARY.TELEPHONE NO. 14.  
CABLE ADDRESS: "ACHIEF," HONGKONG.  
A. B. C. CODE, 4TH EDITION.  
ESTABLISHED 1859.A CHEE & CO.,  
祥利廣TEMPORARY STORE,  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. PRICE & Co.)FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903. (228d)

CARMICHAEL AND  
CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.  
A. I. Code.  
Lieber's Standard Code.  
TELEPHONE, 337.  
Hongkong, 20th March, 1903. (355c)THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

NOTICE.  
All communications intended for publication in  
the "HONGKONG TELEGRAPH" should be  
addressed to the Editor, 1, The House Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.  
The rates per quarter and per annum, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.50 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 30, 1903.

## RUSSIA AND JAPAN.

The announcement contained in to-day's  
Reuter, to the effect that official information  
has been received that Russia is actively  
fortifying Yon-an-pho, the possession of  
which point means the virtual command of  
the Yalu river, has a gravity of aspect which  
is apparent to all those who have studied,  
even superficially, the causes for the political  
tension at present existing between the two  
Powers. Information given in a preceding  
telegram, originating from the German capital,  
held out hopes for a peaceful termination  
of the crisis; but the important news now to  
hand, which implies that Russia is determined  
to maintain a foothold in Corea, seems  
likely to complicate the situation to a degree  
that is dangerous in the extreme. So long  
as the main cause of dispute, between  
Japan and Russia, consisted in the continually  
postponed fulfilment of the promises  
made by the second of these two  
countries with regard to the evacuation of  
Manchuria, there were hopes of settlement;  
but as the *National Review* so ably puts  
it:—"One thing is certain, viz., that how-  
ever patient Japan may be as regards  
Russian movements in Manchuria, if any  
serious step were taken threatening the  
integrity and independence of Corea, the  
Japanese rifles would go off of their own  
accord." The new phase which the crisis  
now seems to have reached, is a remarkable  
confirmation of the opinions expressed by  
Dr. Morrison in one of his recent letters to  
the *Times*, in which he states—"Corea is  
inevitably destined to be the field where  
the great problem of Russian or Japanese  
supremacy in the Far East will be solved."  
It is impossible to ignore the moderation  
and self-restraint shown by Japan  
with regard to the Manchurian question;  
indeed, her attitude is worthy of  
admiration when it is considered that the  
country now occupied by the Muscovite  
troops was once the legitimate fruit of her  
victory over China, and of which she was  
deprived by the joint action of Germany,  
France and Russia. Also, it must be re-  
membered that Japan, like the United  
Kingdom, does not grow sufficient grain to  
feed her densely-populated islands, and her  
people depend largely on Corean crops  
for their maintenance. It will, therefore,  
be easily understood that it would be impossible  
for any Japanese Government, who allowed  
Russia to establish herself in Corea, to re-  
main in power for twenty-four hours. Several  
months ago, the correspondent of the *Times*  
at Tokio gave, in that journal, a remarkably  
clear and far-seeing *exposé* of the situation,  
saying:—"Corea, of course, is the cynosure  
of Japan's attention. In the three eastern  
Chinese provinces her material interests  
resemble those of England—namely, that  
the locus of the region's sovereignty would  
not greatly concern her if only its markets  
remained open to her commerce and its  
borders to her settlers. She regards Man-  
churia as a field where her surplus popula-  
tion may find a livelihood and the products  
of her industries an outlet. Politically, how-  
ever, the roots of the question strike a great  
deal deeper. It seems to many Japanese  
statesmen that, if Manchuria falls into the  
hands of a strong and aggressive Western  
Power, especially a Power holding Vladivostok,  
Corea, being situated on the Liaoting-Vladivostok  
line of communications, must ultimately be  
added to that Power's dominions. Moreover,  
the anomaly of Russia's exclusion from a  
maritime outlet in Europe would be as nothing  
compared with her tenure of the little-accessible  
littorals of Amur and Liaotung, while Corea,  
lying midway, with its fine harbours and easy  
approaches, was closed against her Imperial  
enterprises. But with Corea in her hands,  
Russia's batteries would be almost within  
range of Japanese shores. It was an appre-  
ciation of that sequence of certainties that  
took Japan to Liaotung in 1895, and would  
have reconciled her to the sacrifices involved  
in holding the littoral of the Bay of Corea  
from the Yalu's mouth to Port Arthur. Driven  
from that position, and threatened with the  
absorption of Manchuria into Russia's domain,  
the Japanese have to choose between two  
policies. One is to maintain the integrity of  
China's Empire, thus ensuring Corean inde-  
pendence against assaults from the north; the  
other to abandon Manchuria

to its fate, provided that Corea's security  
can be purchased by the sacrifice.  
What, however, would such a sacrifice  
signify? If, in consideration of the  
obstacle to Russia's annexation of Manchuria,  
Japan received nothing beyond a Russian  
assurance to respect Corean independence,  
could that be counted a *quid pro quo*? It  
might have been so estimated at one time,  
but, by the light of recent events, faith in St.  
Petersburg's promises has failed. News was  
received from the north, several days ago,  
that the Russian authorities had sent troops  
to Yon-an-pho and that she had landed  
1,500 tons of coal, flour and military stores  
at that port. These movements were denied  
at the time by the official press at Port  
Arthur, but there can be no doubt at present  
as to their exactitude, and it is more than  
probable that, within the next week, we shall  
know whether or not Far Eastern Asia is to  
echo a call to arms. In the event of an  
outbreak of hostilities, there is a factor to be  
counted with, which, though it is generally  
overlooked by the majority of our country-  
men, is of extreme importance. Warfare to the  
possible attitude of Germany. With regard  
to this question the *National Review* gives  
warning that our Government might do  
well to bear in mind, for our contemporary  
states—"It is needless to say that Germany  
is resorting to every device in order to bring  
about a war between Russia and Japan, into  
which the wily statesman of Berlin foresees that  
both France and England might be drawn  
by their obligations to their respective Allies.  
It is so obvious to every dispassionate on-  
looker that Germany alone stands to gain  
through such a cataclysm, that we cannot help  
hoping it may be averted; but we cannot  
avert it by merely looking the other way."  
On more than one occasion, in these columns,  
we have drawn attention to the waiting policy  
played by Germany in the Far East. It  
is therefore needless for us to enlarge on  
opinions already expressed, but the danger  
of the situation is so apparent that for dip-  
lomats to ignore it would be a crime  
unspeakable.

## LOCAL AND GENERAL.

ANOTHER coolie was fined \$10 or fourteen  
days' hard labour at the Magistracy this  
morning for boarding the German mail s.s. *Hamburg*  
without permission.

THE China Navigation Company, according to  
a statement in a recent number of *Engineering*,  
are building four new 16-knot boats for their  
Australia-Japan line.

ENTRIES for the Hongkong Cricket League will  
close to-morrow, the 31st inst., and a meeting of  
representatives of the Clubs interested will be  
held on the 1st of November.

A COOK was sentenced to six months' hard  
labour by Mr. Kemp at the Magistracy this  
morning for burglariously entering a dwelling  
house and stealing a red blanket.

THE Dutch mail steamer *Koningin Regentes*,  
which went ashore on the Bromford Reef in  
the Banks Straits on Friday, the 16th inst.,  
arrived at Singapore on 24th inst. exactly a  
week behind her scheduled time.

THE London correspondent of the *Indian  
Daily Telegraph* recently wired that, in spite of  
continued rumours that hostilities are impending  
between Russia and Japan, in well-informed  
circles, both in London and in Washington,  
the opinion is that they will be averted.

We are still doing business at 31, Des Voeux  
Road, LeMunyon.—*Advt.*

THE *B. N. B. Herald* is now able to announce  
that Mr. J. T. Clarke, the mining expert, verifies  
Mr. E. H. Phillip's report of the value of the  
Serudong coal seam. It is 6 ft 10 in thick, the  
dip 1 in 12, the situation of the outcrop is  
favourable, and no trouble from water is  
anticipated.

THREE masters of cargo boats appeared before  
Mr. Sercombe Smith at the Magistracy this  
morning charged with unlawfully anchoring  
their boats at a distance less than a hundred  
yards from low water mark between Kowloon  
Point and Yaumati Police Station during pro-  
hibited hours. \$10 or fourteen days each.

THE *P. M. G.* Naval correspondent announces  
that Captain Percy Scott, who is now in charge  
of the gunnery establishment at Whale Island,  
is bringing into operation a number of  
changes provided for in the New Naval Scheme.  
Drilling among seamen-gunners has been  
reduced to a minimum and more time is now  
being devoted to gunnery practice.

A NOTIFICATION is posted up at the entrance  
of the Central Police Station to the effect, that  
a native, aged 30, probably a boatman or a  
coolie, height five feet eight inches, was found  
dead in a small basket on Connaught Road,  
West, on the 29th inst. Another notification  
is to the effect that a corpse was found  
floating in the harbour, near Queen's Statue  
Wharf, on the 23rd inst.

By kind permission of Major Radcliffe and  
Officers, the Band of the 33rd Burma Infantry  
will play at the Hongkong Hotel to-morrow  
(Saturday) evening from 8 to 9.30 p.m.

HAND PROGRAMME.  
March.....March des Toreros.....Goldand  
Overture.....Tanzel.....Rosette  
Selection.....Patience.....Sullivan  
Airs.....Jasouada.....Spohr  
Selection.....The Girl from Kaysa.....Carroll  
Valse.....Only once more.....May Overture  
Intermezzo.....Pendant le Bal.....Gillet  
God save the King.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

If you want first class developing and printing  
go to LeMunyon.—*Advt.*

THE master of the s.s. *Suniva* was summoned  
at the Magistracy this morning for failing to  
provide double rat langes on board his ship.  
He was fined \$10.

Mrs. Charlotte Hartwell, wife of the Rev. J. B.  
Hartwell, D.D., of the American Southern  
Baptist Mission, died of dysentery on the morn-  
ing of the 4th inst. in Tengkhoufu.

THE Japanese Home Secretary has prohibited  
the sale of a book of "Songs Prophecying War  
between Japan and Russia," and a book of  
"Songs of the Russo-Japanese Military War."

JOHN Griffiths, recently in the employ of  
Messrs. Panchard, Lowther & Co., was again  
brought before Mr. Kemp to-day on a charge of  
perjury. Further evidence was taken, and his  
Worship adjourned the case till Monday.

NEWS comes from Peking to the effect that,  
on the 16th inst. at 10 a.m., the French and  
German Ministers, the Governor of Khabtchou  
and the French Admiral were received in  
audience by the Emperor at the Jenchou  
palace.

THE Ind. China s.s. *Hinsung*, Captain Sawyer,  
sailed to-day with a cargo of sugar from Java.  
Lat. 2° 55' N. long. 110° 57' E. she sighted a  
British sailing ship who signalled her number.  
The signals could not be correctly read, but  
were believed to be T S K P.

THE statistics of Chinese immigration and  
emigration returns of Selangor for the past ten  
years show that the number of immigrants was  
greater in 1902 than in the previous year, and  
in fact exceeded the number in any year since  
1896 with the exception of 1900.

WE understand that, on the trial trip of the  
*Panorakistia*, at four o'clock yesterday after-  
noon, she steamed over the usual three-mile  
course at an average speed of 13.6 knots.  
Immediately afterwards she proceeded to  
Nagasaki. She is offered by Japanese.

THE French cruiser *Chateau Renault*, which  
went to Nagasaki from Shanghai to be docked  
at Tategami, was to leave Nagasaki on the  
28th inst. to undergo repairs on arrival at  
Yokohama. The biggest dock at Nagasaki is  
now occupied by the M. M. steamer *Australien*.

CAPTAIN Mahlmann, who for many years  
occupied the post of harbour-master at Kobé,  
has been decorated by the Emperor of Japan  
with the third class of the Order of the Sacred  
Treasure, which carries a pension with it. The  
fourth class of the Order of the Rising Sun has  
previously been conferred on him. Captain  
Mahlmann retired from the Japanese service  
last year.

LATE cables to Australia state that it is very  
probable that the Rt. Hon. J. Chamberlain will  
be granted temporary freedom from the cares of  
office by visiting Australia and Canada. On  
being interviewed, he expressed himself as  
averse to the formation of any party hostile to  
the present Government, though he would be  
prepared at any time to accept and act upon a  
mandate from the country in favour of his  
preferential tariff proposals.

WITH reference to the grounding of the Ger-  
man steamer *Savonia* on a sand bank in the  
channel between Ikeshima and Hiroshima,  
near Nagasaki, on 17th inst., we understand  
that as so many of the news became known in  
the Colony Mr. James W. Graham, as representing  
the Hongkong and Whampoa Dock Co., Ltd.,  
left for the North in order to endeavour  
to secure the ship for the Company's docks.  
Upon his arrival, however, he learned that the  
vessel was to be repaired at Nagasaki.

ACCORDING to a recent report, the North  
China Railway and Steamship Co. has decided  
to include Joshin, Korea, among the ports of  
call. Formerly, the company's steamships  
touched at only two points in Korea and in the  
first part of July their steamer touched at  
Joshin for the first time. The manager of the  
Amur district has decided on this line of  
action, partly to satisfy the wishes of the Russian  
merchants at Vladivostok, but largely on  
account of the large shipments of live stock  
from Joshin to different ports.

If you want a first-class photo of yourself you  
can get it at LeMunyon's.—*Advt.*

LEUNG Shing, an unemployed coolie, formerly  
employed by the Kwong Shing, silversmith  
shop, was charged before Mr. Sercombe Smith  
at the Magistracy this morning with demand-  
ing and obtaining \$100 in money from Tsoi  
Choi, a partner of the Tak Kee Shop, at No. 18  
Ko Shing Street, by virtue of a forged order on  
the 28th inst. According to the evidence taken  
it appears that the Tak Kee Shop deposited  
\$100 in the Kwong Shing Shop and defendant,  
through the forged order and the Tak Kee's  
chop, obtained the money, and was arrested  
while leaving for Canton. His Worship sen-  
tenced him to six months' imprisonment.

THE Inspector-General of Police in the Punjab  
reports that plague has undoubtedly led to an  
increase in burials and offences against prop-  
erty, and the effect of plague on crime re-  
quires to be carefully watched. The most  
regrettable crime due to plague and the most  
difficult to deal with is that which takes the  
form of burglaries and thefts in evacuated  
places. In existing circumstances it is not  
possible to afford adequate Police protection to  
all evacuated places, but it is hoped that  
the people resorting to evacuation will, by  
appointing their own special "chowkidars,"  
make greater use than they have done hitherto  
of the power of self-protection which they  
can exercise.—*Ex.*

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

One of the soldier-priests of the Church of  
England, the Rev. F. L. T. Curtis, of All  
Saints, Brighton, has resigned his incumbency.  
He was gazetted ensign on December 30, 1864,  
lieutenant in 1869, and capt. in 1877, and  
saw service in Canada against the Fenian raid  
in 1867, and again in the Afghan campaign of  
1878-80, in which he commanded the advanced  
guard at the action of Nargashai, and pro-  
ceeded to Kabul in 1880 in command of details  
for General Roberts's force. For his services  
he was mentioned in despatches. In 1885 he  
was ordained, with the sanction of his Royal  
Highness the Comm. dnr-in-Chief, by the  
Bishop of Lichfield, Dr. MacLagan.

THE *Sin Wan Pao* is informed that it  
has been decided that all preparations  
for an elaborate celebration of the Empress  
Dowager's seventieth birthday next year should  
cease at once. After the Mid-Autumn Festival,  
Shih Shu, President of the Board of Civil  
Appointments, who ventured to propose to  
her Majesty that her birthday should be  
celebrated, in a fitting style, was severely re-  
primanded by her Majesty who added that he  
should feel with others the difficulties the  
Empire was in and should not repeatedly pre-  
sent such a proposal, consequently, those  
officials who hoped to be appointed to some  
offices in connection with the event and others  
who had been cashiered or degraded and hoped  
to have their ranks restored to them on the  
festive occasion, are greatly disappointed.

CHARLES Ernest Wharton was tried at the  
British Consulate Swatow, on 16th inst., on the  
charge of killing a native watchman attached  
to the Imperial Customs. The trial has been  
long delayed on account of the difficulty  
of securing the presence of a judge, says  
the Swatow correspondent of the *N. C.  
D. News*. The judge who tried the case  
was F. S. A. Hume, Esq., and the Crown  
Advocate, Mr. W. A. C. Platt. The prisoner  
was at the time of the assault a tide waiter in  
the Imperial Customs, and had a good record,  
holding medals for South Africa and North  
China. He pleaded guilty to the charge, which  
was virtually one of manslaughter, as the  
medical evidence showed that the death was  
only indirectly the result of the assault, the  
man dying of tetanus following on blood-poison-  
ing. The prisoner was sentenced to five months  
imprisonment with hard labour.

If you want fresh film and good film, you can  
get them at LeMunyon's; they are guaranteed.  
—*Advt.*

ALLEGED WHOLESALE  
KIDNAPPING.

Several weeks ago a gang of ten Chinese  
picked the lock of a hut in a village of Liu-  
chow district, and were surprised on opening  
the door to find the occupants ready to resist  
them. A scuffle ensued and the scoundrels,  
being victorious, carried away two girls and  
proceeded to the coast. Subsequently a  
girl belonging to the same village left her  
home to visit a friend, nineteen miles  
away, and when about half way on her journey  
two men accosted her and subjected her to  
brutal treatment, giving her to understand that  
if she screamed she would be cut to pieces.  
They then took her across country to a junk  
and, placing her on board where there were  
twelve other women, set sail for Hongkong.  
After a stormy passage the junk arrived in  
British waters and eventually pulled up in the  
harbour. Some time after Sergt. Earner heard  
of the affair, and as the result of investigations  
succeeded in effecting the arrest of two men  
who were identified by two women as having  
kidnapped them. They were taken before  
Mr. Kemp at the Magistracy yesterday afternoon  
and charged with kidnapping. The case was ad-  
judged, and upon coming before his Worship  
this afternoon the men, who had pleaded not  
guilty, were convicted, and sent to prison for  
twelve months with hard labour.

A BIT OF THE BRITISH  
EMPIRE.

This is the title of a smart little publication  
containing some typical views illustrating the  
scenic beauties of Hongkong and neighbour-  
hood, which reaches us together with a number  
of Christmas and new year's cards from Messrs.  
Kelly & Walsh. The views are taken off the  
beaten track of the photographer and are beau-  
tifully reproduced on art paper, and should  
make a unique souvenir of Hongkong for  
friends at home. In proof of their popularity  
it might be mentioned that the work is already  
in its second edition. The preparation of suit-  
able cards for Christmas and the new year, has  
been receiving more attention of late with  
the result that publishers have now attained some  
most artistic designs. The specimens to hand  
from Messrs. Kelly & Walsh are exception-  
ally pleasing and should find a rapid sale in  
Hongkong. Street scenes and other views,  
characteristic of life in Hongkong, are faithfully  
portrayed, and give a splendid idea of our  
surroundings.

## VOLUNTEERS IN CAMP.

There was a considerable falling off in the  
number of volunteers who came into camp  
yesterday evening, and the attendance was a  
poor one, not more than from 70 to 80 men  
putting in an appearance. The sudden sharp  
snap of cold weather was probably the cause of  
this abstinence. Drill on the maxims and  
15 lbs. B.L. guns took place this morning at  
6.15. The corps was dismissed at 7.45  
a.m. instead of 8.15, as on previous occasions,  
so that the men were able to get their break-  
fast before returning to the city. The date of  
the big "sing-song," that was to have taken  
place on Tuesday last, but which was postponed  
owing to the gale, has not yet been fixed,  
though to-morrow will probably be the day  
chosen.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.THE BELLIOUS TERRACE  
ROBBERY.

The case in which Chan Chung, carpenter,  
of San Hing, and Ngu Ngon, of Shan Tak, are  
charged, with others, not in custody, with  
stealing jewelry, etc., of the total value of \$300,  
and wounding and using personal violence  
against Ada Marie Bateman and Fung Ng, her  
amah, on the 16th September, was again before  
Mr. Sercombe Smith this afternoon. Mr. F. B.  
L. Bowley, Crown Solicitor, appeared for the  
prosecution.

Sergt. Sullivan deposed that on the afternoon  
of the robbery he went to 18, Bellios Terrace  
and found one of the rooms in a disorderly  
condition, with articles of clothing, etc.,  
strewn about the floor.—Mr. Sharp, assistant  
of the P. W. D., produced tracings of  
plans of the premises.—Miss Ada Bate-  
man gave evidence to the effect that on the  
day in question she was ill in bed, and at 2.15  
p.m. sent one of her amahs to market. Sub-  
sequently her second amah brought her a  
letter, enclosed in an envelope, and placed in-  
side of a second envelope, upon which was  
some scribbling. She was looking at it, and  
upon glancing up saw one man standing in the  
doorway and three others hiding behind. Two  
of them then entered the room and seized her  
by the throat and a struggle ensued. She was  
bound and gagged, and pillows were piled upon  
her. She finally managed to get free, and then  
called in her neighbours. The police were  
notified.

Chan Chung was eventually committed for  
trial.

## MACAO NOTES.

(From Our Own Correspondent.)

MACAO, 28th October.

## THE RECENT GALE.

was hardly felt here. The glass went down  
just a little. Mine, which is one of the Rev.  
Faure's, S.J., registered 755 millimetres, and,  
according to the indication on the face by the  
notable director of the Manila Observatory,  
denoted "variable weather." This morning  
it read 771 millimetres. The rise was a  
rapid one. The black drum denoting the ap-  
proach of a typhoon was hoisted up yester-  
day at the harbour office and the Guia fort. It  
is worthy of note that the wind which was  
gradually growing in intensity blew all the  
time from one direction, viz., N.E. It then  
veered to N. when the wind moderated. Last  
year the same thing happened in December.  
The steamer *Huanghai*, which left Hong-  
kong yesterday at 2 p.m. as usual, for Macao,  
had to anchor for the night near Two Brothers,  
and it was only this morning that she arrived  
here. A death occurred on board the steamer  
yesterday. It was a case of a Chinese woman  
who had been ailing.

The French gunboat *Ugolin*, which was  
anchored in mid-stream in the inner harbour,  
steamed to the *Huanghai* wharf and was  
moored there. It is said that the gunboat lost  
an anchor and a few fathoms of chain. Her  
commander thought at first of seeking shelter  
up the river, but on account of the wind and  
tide could not reach a place of refuge soon  
enough.

People on the Pny Grande saw a Chinese  
junk some distance away in the roadstead in  
imminent danger of foundering. A Govern-  
ment steam-launch put out to rescue the native  
craft, from her perilous position and, fortunately,  
succeeded to get a towing line on board. By  
this means the boat was towed into safety.  
The rescue was not, however, accomplished  
before a woman and a child were washed over-  
board. Might not the Government provide  
at comparatively little cost suitable vessels for  
the purpose of saving life in such emergencies?

YESTERDAY a fire occurred in one of the native  
cake shops in Tarrafaleiro. It was a fortunate  
circumstance that the manual engines of a  
station close to the scene of the outbreak  
arrived in time before the fire could get a firm  
hold of the building. It was put out before  
much damage was done.

## EXPLOSION.

Yet another explosion in the firecracker fac-  
tories has to be recorded. In the small hours  
of this morning a little factory in the neigh-  
bourhood of "Santa Sancha," a few hundred  
yards distant from the "Boa Vista Hotel," was  
seen in flames. Several Chinese, working on  
the premises were horribly burnt and the re-  
mains of others were found in a charred con-  
dition. The origin of the disaster is unknown.  
A similar one occurred last year when it was  
also attended with shocking fatalities. To pre-  
vent future disasters it appears that the manu-  
facture of fire-crackers and the handling of  
gunpowder in the colony call for greater super-  
vision and better regulation.

MR. L. ROSCO DA SILVA.  
Mr. Rosco da Silva, Jr., arrived this after-  
noon. He has just completed his studies at  
the university of Coimbra, where he took his  
degrees in law. He was a distinguished student  
in the Lyceum of Macao as well as in  
Coimbra. The reception accorded him on his  
return was a brilliant one. A very large num-  
ber of friends waited at the wharf to receive  
him and there was in attendance the amateur  
band. A fusillade of crackers and fireworks  
formed not the least conspicuous part of the  
reception.

## SHIPPING AND MAILS.

## MAILS DUE.

Indian (*Namsang*) and prox.  
American (*Doric*) 4th prox.  
Australian (*Changha*) 8th prox.  
American (*Nippon Maru*) 12th prox.  
American (*Siberia*) 20th prox.

The T. K. K. *Rosella Maru* left Manila  
yesterday evening, and is expected here to-  
morrow afternoon at 5 p.m.  
The Imperial German Mail s.s. *Zieten* which  
left here on the 1st prox. at 6 p.m., has arrived  
at Cetum on 29th inst. at 5 p.m.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.



## TELEGRAMS.

(Reuters.)

## Russia and Korea.

LONDON, 28th October.  
It is considered at Tokio that the Russian fortification of Yonampo, now officially reported, may lead to important developments as infringing Korean integrity.

## The Liberal Unionists.

The Duke of Devonshire, replying to a correspondent, says that it may be necessary to reconsider the position of the Liberal Unionists towards the question of rejoining the Liberals.

LATER.

## Fains in the United Kingdom.

Phenomenal rainfalls have occurred in the United Kingdom and hundreds of square miles of land are under water.

## The Meeting of the Tsar and Kaiser.

Several German papers, in view of the forthcoming meeting of the Tsar and Kaiser, emphasize the opinion that the Russian newspapers are mistaken if they think that Germany is about to depart from her policy of strict neutrality in the Far East.

## FOOTBALL.

At Quarry Bay recreation ground at 4 p.m. to-morrow the Naval Yard will play Tai Koo. The Naval Yard team is as follows:—Goal, Kidney; backs, Baffey and Tucker; half-backs, Pearce, Day and Luckham; forwards, Gladwell, Chestre, McDonald, Ruby and Griffin. A launch will leave Blue Buildings at 3 p.m.

## CANTON NOTES.

(From Our Own Correspondent.)

CANTON, October 29th.

## THE WEATHER.

When I wrote last we were hot. Now we are cold. The change was very sudden. About noon on Tuesday the wind began to blow and by night the thermometer was down in the seventies. This morning it registered sixty-one. The sudden change is felt very much. The Chinese are hurrying along the street as if were mid-winter. The clothing stores are doing a rushing business. The pawn shops are sending forth their summer stores.

## THE VICEROY.

The heavy work and the continued anxiety are telling upon the Viceroy. He has been ill for some days and Dr. Shelby has been attending him. He is not seriously ill, but is in need of a rest. I hear to-day that he has been granted a month in which to regain his strength. The feeling in the city towards the Viceroy has not improved. The official class look upon him as a little tyrant and would be glad to see the last of him. Many of the better class of Chinese think that he is doing the right thing. The business men think he is not giving sufficient attention to the disturbed condition of the country about Canton. The Viceroy of the Two Kwang has a difficult task, and probably our present Viceroy is doing all that could be done under the present condition of things.

## THE FOCHOW DIFFICULTY.

The *Sin Wan Pao* is informed that Tatar General Chung who is acting Viceroy of Fuchien, recently telegraphed to the Waiwupu that M. Doyore, the late Director of the Fochow Arsenal, continued to be stubborn in attitude and was instigating French missionaries of the Province to raise side issues and therefore he was not only putting difficulties in the way of the Arsenal management, but was also involving the province into deeper entanglement with missionary cases. The French Minister at Peking had been so handicapped by him that the latter was ready to take his part to the last, therefore it was necessary to have the matter thoroughly gone into, so as to convince the Minister of his error and force M. Doyore into submission. The Tatar General concluded by asking the Waiwupu not to yield the slightest, otherwise the result would be disastrous, etc. Now some officials have suggested to Prince Ching to invite a prominent person of a third nation to arbitrate and settle the matter.

## THE PEKING CANARD.

The Peking and Tientsin Times of the 22nd inst. contains the following:—

A correspondent sends us what is the most intelligible statement of the munition robbery at the Legation which has yet been made. Referring to the message of the Times correspondent, our informant says:—

The message was sent without verification at the Legation, probably upon the authority of a heretofore reliable informant.

Sir Ernest Satow telegraphed to London, Tokio, and Shanghai refuting the statements.

What occurred, according to Colonel Rower, Commander of the Legation Guard, was a theft was committed by common Chinese thieves from the Chinese City. Among the munition materials which they attempted to carry off was electrical apparatus used in the construction of mines and this was relinquished by the thieves at the last moment and left dangling over the wall by which they escaped. A quantity of gun parts, such as sights, etc., was taken, but all has been recovered except a small balance not exceeding ten pounds sterling in value.

The supposition that these things were the paraphernalia of conspirators is held to be ridiculous by the British at the Legation and the barrack because they are identified as the property of the Legation and were missing from the store room. It is unlikely, from their point of view, that conspirators would rely upon the materials in the magazine for laying their train and fuse exploding devices.

## THE SUGAR INDUSTRY.

FACTS AND FANCIES.

II.

In Queensland a certain amount of white labour is employed, and the management of the estates is, in most cases, in the hands of former Demerara and other West-Indian planters. Apart from the cane obtained from the larger estates, many of which are worked by contract labour—generally Kanakas, South Sea Islanders, Chinamen or Javanese, the Queensland sugar mills buy a good deal from little planters, either of European (Australian) or of Chinese and Kanaka origin. The factories pay for a ton of cane the exorbitant price of from 12s. 6d. to 14s., although, for many years past, the price of sugar has not exceeded 5s. per picul for the first quality and 5s. to 7s. for the second in the rest of the world. It is supposed, that the net produce of a ton of Queensland cane is equal to that of the Java plant; this is doubtful, however. The transport by water of the cane to the mill, the cost of crushing and boiling the sugar, etc., and the profit of the mill, combined, certainly could not make up for the little difference in price of the cane and of the prepared sugar, if legislation in Australia and New Zealand had not taken care to almost entirely prohibit foreign competition. In Auckland, in Sydney and in Queensland large refineries are built and, ten years ago, foreign refined sugar was struck with an import duty of 45 per cent, or more than 5s. per picul, i.e., half the cost of production of sugar in Mauritius, Java, the Straits Settlements, Philippines, China and Japan, the possible importing countries.

This enormous duty has since been reduced to 25 per cent, which is quite sufficient to check foreign competition and to keep his home markets for the Australian, at the enormous price, superior even to the shameful retail cost of 5d. per pound, which, until lately, was paid by German consumers of beet-sugar. A small quantity of cane is produced in New South Wales; this is grown almost entirely by white and Chinese labour.

Even this enormous protective duty in favour of the Australian and Fiji island sugar is not altogether capable of keeping Java sugar out of the anipodes. The centre of the Queensland sugar industry is MacKay in the Australian "Mongrelia," so called from the extraordinary blending of races which exists there, a special result of the sugar industry, which is also remarkable in the Sandwich Islands, whose European immigrants work shoulder to shoulder with Portuguese from the Azores, Yankees, Canadians, Australians, Kanakas, Chinamen and Javanese.

An important company of Sydney, the Australian Sugar Refining Co., which has works at Sydney and Auckland, plays the principal rôle in the production of sugar in the Fiji islands. The mill at Nausoria is locally said to be the largest sugar refinery in the world; but the same is said of a MacKay mill, and it is probable that the Caledonia Estate (Perak Sugar Co.) which has a yearly output of 5,000 tons is not inferior in importance to the Australian mills. Almost all the alluvial plains of the Fiji islands have been turned into fields of sugar cane. These are worked by Bengalese coolies—imported 700 to 800 at a time in sailing vessels—who are about the laziest and most insolent class of labour it has been the lot of the writer to deal with, and as workmen are far inferior to the Klings employed in the Straits. Should the Australian and New Zealand Parliaments abolish the sugar duties, which is probable, the Fiji industry is doomed.

The island of Mauritius produces about 8% of the total output of the world, and is therefore no mean factor in the sugar industry. However, the terrible storms, that from time to time work such havoc to the buildings and plantations in the island, and the fact that labour has to be imported from the Malabar coast are conditions that go far to hamper the greater development of the Mauritian industry. A sugar country of more interest to the Hongkong market is the Malay province of Wellesley and the adjoining state of Perak. In the first of these, cultivation is concentrated on the western seashore, south of Penang, and some of the old estates, like Alma and Malakoff, evidently started after the Crimean war, have reverted to tobacco and other cultures. There are two large European-owned plantations, viz., the Batu Kawan estate, about an hour by launch from Penang, and the Caledonia mill, reference to which has already been made. The sugar fields of the Straits are about 22 miles long, and run from Batu Kawan, opposite the island of Penang, to the Gula river, where the third (Shanghai owned) European sugar plantation (output 1,200,000 tons?) is situated. The width of the fields is variable and nowhere exceeds 3 to 4 miles. The concerns already mentioned are worked with the most modern machinery and a European personnel, as are also a few Chinese-owned mills. Not a few of the latter work their mills with buffaloes and do the boiling in pans resting on clay ovens; but it is remarkable that, notwithstanding the "bad times," of which agriculturists and planters exasperatingly complain, many of these Celestials, who, not so many years ago, started with a few *orangs* of cane fields are now in possession of several hundreds of acres and well built factories.

The lowlands of the Wellesley province and the Krin district of Perak are but narrow strips, and the soil not everywhere fit for the cultivation of either sugar or rice. The ground generally consists of heavy clay with a coating of salt or of brackish water and the adjoining hills are very barren. A crop of 80 piculs of sugar per *orlong* (1½ acres) or 27 piculs per acre is considered a good average, while one of 50 piculs per *orlong* or 34 piculs per acre ranks as a splendid result. It is interesting to compare these results with those obtained in Java, where the standard *hectare* of land is exactly 1½ acres or 1½ *orlongs*.

In the Dutch Colony, 80 piculs per *hectare*—45 piculs per acre—is regarded as a bad crop, 100 piculs is an ordinary one, 120 to 130 piculs a good one and 150 piculs and over (85 piculs per acre) is considered an excellent result. As much as 180 piculs per *hectare* have been obtained, and even the enormous figure of 200 piculs, or 114 piculs per acre has been known, but this is a record crop and a rare occurrence. (To be continued.)

## FRANCE AND KWANGSI REBELS.

Peking Oct. 17.—The French Minister again has drawn the attention of the *Wai Wai-pu* to the fact that the Kwangsi rebels are not suppressed and that they now infest more districts than ever, which will affect French territory greatly, and informed the Board that if the Chinese authorities can not suppress the rebels France will take active steps to protect her own territory by suppressing them with French troops. France intends to take advantage of the disturbed condition in Kwangsi to extend her sphere of influence in that province.—*Nicht Nicht.*

## SWATOW COOLIE TRAFFIC.

The war between the companies for the command of the coolie traffic still continues, writes the *Swatow* correspondent of the *N. C. D. A. News*. Both of the companies most concerned have big war funds, and are prepared to spend to the last mark in order to gain their end. And now the news comes that the Siamese are dispensing with the services of their Customs expert, E. Ambrose, Esq. A glance at the Bangkok director shows how many of the offices of State are in the hands of princelings, both needy and incompetent (although these last particulars are only to be read between the lines). If the duties of Assistant General Director of Customs in Bangkok are anything like what they are in China, the welfare of the many immigrants may well be expected to suffer at the hands of men whose only idea of filling a post is to stand in the gate and intercept all possible squeezes.

## TRIAL TRIP OF THE S.S. "HONGKONG MARU."

The Toyo Kisen Kaisha's Pacific liner *Hongkong Maru* has again passed the severe test entitling the Company to a renewal of the same Government subsidy for another period of five years. She was to have made the trial on Tuesday, but owing to the proximity of the typhoon and the rough weather experienced it had to be abandoned, and it was not until yesterday that the majestic steamer set out for the south of the island and steamed over the Government three-mile course. She made a mean average of 17.778 knots, although the requirement of the Japanese Government was only 17 knots. The credit of this successful performance, which is due to Capt. W. E. Filmer and Chief Engineer Seaver, speaks much for the Toyo Kisen Kaisha's three liners, which are now the fastest vessels of the Japanese mercantile marine. On her trial trip the *America Maru* made 18.20 knots, while the *Hongkong Maru* has done 17.77, and the *Nippon Maru* 17.58.

The *Hongkong Maru*, which sails at noon on Saturday, is despatched on "hurry orders," and before San Francisco is reached she will make up the three days she is behind schedule time.

## THE SHELL TRANSPORT COMPANY.

The petroleum trade for the past 18 months has suffered considerably, owing mainly to the appearance on the market of large quantities of petroleum products which could not readily be disposed of. There has been over-production in the Far East and other producing countries, the single exception being America, where the supply has not been sufficient to meet the demand. To avoid a crisis in the markets in which the Shell Company is so largely interested—a crisis consequent upon the severe competition—protracted negotiations have had to take place, which not only required careful consideration but the exercise of much patience, for admittedly, it is no easy matter to bring all the competitive parties into harmonious action. The benefits accruing from such a far-reaching policy as that adopted by the Shell Company could not be felt immediately, though there is no doubt that they, together with the Royal Dutch Company, have rendered yeoman service to the industry of the Far East, which they are at the head, by carrying through the amalgamation, which found expression a few weeks ago in the formation of the Asiatic Petroleum Company.

In all the English Petroleum enterprises there are none, which are formed on such a favourable basis to the outside shareholders as the Shell Transport Company. The original owners of the very important fleet, the "Shell" line, namely, Messrs M. Samuel and Co., who have been also the owners of very valuable oil concession in Borneo, as well as predominating partners of the extensive distributing arrangements in the Far East, formed themselves, in 1897, into a company, they taking the value of their properties in ordinary shares to the extent of £18,000,000, of which they are holding at the present time £1,400,000. The effect of this policy alone should be quite sufficient security to all who have deemed it desirable to invest their money in the Shell Transport and Trading Company; for, after all, the outside public are chiefly interested in the preference shares. If the original vendors of most of the English companies would adopt such a policy, namely, to have a large interest in the organisations promoted by them, a great many millions would be preserved for those who have invested their money in the petroleum industry.—*The Petroleum Review and Mining News.*

## SARAWAK.

The *Daily Chronicle* publishes the following paragraph about Sarawak:—"During the absence from Sarawak of the Rajah, Sir Charles Brooke, who is now enjoying a well-earned holiday in England, the Government of the country is in the capable hands of Mr. Harry Fitz-Gerald Deshon, whose personal acquaintance with North Borneo began over a quarter of a century ago, when he went to Sarawak as a cadet. Not long afterwards he became A. D. C. to the Rajah, and he has since been specially chosen for various important positions calling for nerve and sound judgment. He has been a Resident Commissioner in different parts of the territory, and his knowledge of the country and the people is second only to that of the Rajah himself. As Sir Charles Brooke is now getting on in years—he has been Rajah since 1868—Mr. Deshon will for the future have a good deal to do with the administration of affairs in this model and prosperous section of the great Dyak Island." As some of our readers will note, the above paragraph is somewhat misleading, and certainly requires a few words of explanation, which are supplied by Mr. Gerard Fienness, who writes to the *Chronicle*:—"North Borneo" is a term which is commonly employed to designate the territory of the North Borneo Company, from which Sarawak is quite separate. The whole of Mr. Deshon's service has been in the Government of the State of Sarawak. There is no such thing as a 'Resident Commissioner' in Sarawak, and the use of the term is misleading, as implying that Sarawak is a colony under the British Crown, instead of being a Sovereign State with its own flag, enjoying only British protection against attack from the outside. When you say that 'as Sir Charles Brooke is now getting on in years, Mr. Deshon will, for the future, have a good deal to do with the administration of affairs...' you ignore the fact that the Rajah-Muda Charles Vyner Brooke is occupying his proper position as Heir-Apparent, and that, in the case of a Regency, he would naturally be Regent. It so happens that the Rajah-Muda is also in England at the present time, and Mr. Deshon, as senior officer and Resident of Sarawak proper, is left in charge; but that is a fortuitous circumstance which will, in all probability, not recur. Finally, since the King two years ago gave orders that Rajah Brooke's position as ruler of a Sovereign State should be recognised at Court, his proper style and title is 'His Highness the Rajah of Sarawak,' and not 'Sir Charles Brooke.' You would not speak of the Gaekwar of Baroda as 'Sir Sayaji Rao.'"

## THE OLD MONOPOLY.

Most United States telegrams and the great majority of the financial letters from New York dwell upon what is described as the "bear tactics" of the Standard Oil group. We are told, says a London paper, that it is "smashing" the market for reasons of its own, and selling things in order to force out weak spots elsewhere, playing the game of "beggars my neighbour" with its old soullessness and success. This has long seemed to us a misinterpretation of the actual position of the said group. We have had a growing conviction for many months now that it is no longer the wealthy group it is popularly supposed to be. We are inclined, on the contrary, to attribute a great deal of the demoralisation and market paralysis now visible on Wall Street to the embarrassment of this Standard Oil gang. Things have not gone well in recent years either with its rank and file or its leaders. The foreign trade in petroleum has by no means yielded the profit it formerly did. Competition with Russian and other Asiatic oils has broken in upon the monopoly to a disastrous extent, and the Trust's shipping adventures clearly yielded no profit, else Mr. J. P. Morgan would not have been put up to form that shipping "combine," by which many people and some financial potentates and banks in the Union are going to be ruined. No, our impression that at the present moment the chief source of weakness in Wall Street lies around the Standard Oil clique, and the failure of some of its chief ornaments would no more take us by surprise than the collapse of the Steel Trust. They have been too blatantly rich on paper, these magnificences, and have not known what to do with the wealth pouring in upon them. Hence it has been utilised to start all manner of gigantic enterprises, and locked up in innumerable undertakings which have proved more or less of a dead loss. Some time ago we were told on excellent authority that the all-absorbing Standard Oil swarm had obtained the control of seven banks in New York over and above the Standard Oil Company's own bank. The total deposits of five of these banks was put at \$42,000,000, and altogether upwards of \$150,000,000, or £30,000,000, in deposits were alleged to be brought under the control of the Oil monopoly. If statements like this in any degree accord with the facts we may be quite sure that the struggle has been Titanic to avoid collapse. Collapse when it does come, as it must one day, will clear away a good many misconceptions.—*The Japan Daily Herald.*

## THE GERMAN MAIL IN COLLISION.

On the evening of the 23rd inst., the German Mail steamer *Hamburg* in going to her berth at Tanjong Pagar sank a lighter and badly damaged two others. On arrival of the mail steamer outside the Western Head, the pilot, seeing that the strong ebb tide was causing a current which was difficult to negotiate safely, decided to go round and come in by the Eastern entrance. This was done, and while approaching Borneo Wharf the steamer presumably "broke her shear." And despite the efforts of the helmsman was swept against section 7 by the current, which was running like a mill race. Here the *Hamburg* sunk one lighter laden with cargo, and badly crushed two others, but was fortunately got under control again, before any other damage was done.—*S. F. Press.*

## CAPTAIN PERCY SCOTT ON WHALE ISLAND.

Captain Percy Scott is gradually bringing into operation at the great naval gunnery establishment at Whale Island, Portsmouth, a number of revolutionary changes provided for in the new Naval Scheme, and also some suggested by himself. During the last few weeks drilling among the seamen-guns of the establishment has been brought to a minimum, and much of the time previously occupied at drill is now being spent at gunnery practice. The staple work of the men has, of course, always been gunnery, but under the system they will almost exclusively apply themselves to it. Whale Island is to become an academy of naval gunnery, at which only the best of our marksmen will graduate. The naval depot is to be the home of drill and the elementary school of gunnery. The experiment is only being tried at Portsmouth, but if it is successful, and the best authorities believe it will be, it will be adopted at the other ports. Admiral Sir John Fisher said at Osborne Naval College, a few weeks ago, that in two or three years' time the seaman will be a stoker, the stoker a seaman, and the marine—seaman, stoker, and marine. This is the idea of the future Navy, and on this is based Lord Selborne's scheme. At the naval depot recruits will first qualify in a course of drill, after which all will undergo preliminary courses of gunnery, engineering, and, in fact, the chief branches of instruction of which knowledge is required for the efficient working of our ships.

## SCOPE OF THE WORK.

At present gunnery only is being experimented with, but it may be taken for granted that the same plan will apply to everything. There will be 4,000 men at the depot, and these will, in parties, be at the same time undergoing instruction in drill, gunnery, engineering, &c. With regard to gunnery, the instruction is to be divided into courses, and at the end of each course examinations in elementary gunnery will be made. The most efficient ten, or thereabouts, in each course will then be drafted to Whale Island for special courses, while the remainder will be classed according to the merits, and specialise in other directions, for which they may be better fitted. Every man who gets to Whale Island will be of superior intelligence, and a good marksman. At the gunnery establishment they will be awarded first-class or other certificates in accordance with their efficiency in the advanced courses, and be drafted from these into the ships of the fleet. The men of the *Excellent* devote nearly their whole time to gunnery work now, and Captain Percy Scott's "Dotter" system has been brought into use.—*Ex.*

## COMMERCIAL.

## TO-DAY'S INTELLIGENCE.

There is a total absence of business in the share market; but with the political horizon cleared of war clouds in the North, the hope is entertained that the long-looked-for reaction will soon take place. Quotations close as follows:—

Indo-Chinas	...	77 s.
China and Manilla	...	19 1/2 s.
China Sugars	...	96
Docks	...	201 b.
Kowloon Wharves	...	87 s.
Fairbanks	...	117 1/2 b.
West Points	...	5 1/2 s.
Hongkong Hotels	...	147
China Providents	...	9 s.

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	...	1/10 1/16
" Bank Bills, on demand	...	10 3/16
" Credits, 4 months' sight	...	10 9/16
" D'cents 4 months' sight	...	10 11/16
ON BERLIN, (demand)	...	M. 1.88 1/2
ON PARIS, Bank Bills, on demand	...	2 3/4
" Credits, 4 months' sight	...	2 3/4
ON NEW YORK, Bank Bills, on demand	...	45
" Credits, 30 days' sight	...	45 1/2
ON BOMBAY, Telegraphic Transfer	...	138
" On demand	...	138 1/2
ON SHANGHAI, Telegraphic Transfer	...	7 1/2
" Private 30 days' sight	...	nom.
ON YOKOHAMA, T.T.	...	89 1/2
Sovereigns, Bank's Buying Rate	...	810.93
Gold Leaf too touch, per tael	...	56.90
Silver	...	28

## OPIUM QUOTATIONS.

Yesterday's quotations are as follows:—		Per chest
MALWA NEW.....	@	870/900
" LAST YEAR .....	@	560/990
" OLDEST .....	@	1,731/1,050
PATNA NEW .....	@	1,097½
BEHAR NEW .....	@	1 095
PEHRIAN (PAPER).....	@	750.800

## TO-DAY'S Advertisements.

## HONGKONG RIFLE ASSOCIATION.

## THE SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 31st instant, commencing at 3 p.m.  
RANGES—200, 500 and 600 yards.  
Seven Shots and a Sighter at each Range.  
MOWBRAY S. NORTHCOTE,  
Hon. Secretary.  
Hongkong, 30th October, 1903. [145]

## ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd November, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 30th October, 1903. [1509]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

"THALES." Captain Robson, will be despatched for the above Port, on SUNDAY, the 1st November, at Daylight.  
For Freight or Passage, apply to DOUGLAS, LAIR & Co., General Managers.  
Hongkong, 30th October, 1903. [15116]

## To-day's Advertisements.

HOUSEHOLDERS are hereby requested to make a Special Effort during the Winter Months to destroy Rats and to fill up Rat Holes with Cement.  
RAT TRAPS and BIRD LIME may be obtained from the Secretary to the Board of Health.  
By Order, G. A. WOODCOCK, Secretary.

Sanitary Board Room, 26th October, 1903. [13082]  
BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR RANGOON VIA AMOY AND SWATOW.  
THE Company's Steamship


"JELUNGA." Captain Windebank, will be despatched as above on MONDAY, the 2nd November, at 4 p.m.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 30th October, 1903. [13056]  
BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.  
THE Company's Steamship

"JELUNGA." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.


Cargo impeding the discharge or remaining on board after NOON, TO-MORROW, the 31st instant, will be landed at Consignees' risk and expense into Godowns at East Point.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.  
Hongkong, 30th October, 1903. [13106]



N. LAZARUS,  
OPHTHALMIC OPTICIAN  
OF LONDON AND CALCUTTA.

SIGHT TESTED.  
LENSES for the correction of Astigmatism ground on the premises.  
Spectacles and Eyeglasses in all styles and metals.  
Consulting Room:  
No. 16, Queen's Road Central,  
Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN,  
Manager.  
Hongkong, 23rd June, 1903. [166]



THE POPULAR SCOTCH IS "BLACK & WHITE"  
JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS.  
By Appointment to  
H.M. THE KING  
and  
H.R.H. THE PRINCE OF WALES  
Supplied at all the LEADING CLUBS and HOTELS, and by order from LANE, CRAWFORD & CO., 10, Queen's Road Central.



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"TANTALUS"	On 10th November.
MARSEILLES & LIVERPOOL	"NINGCHOW"	On 15th November.
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, LONDON & ANTWERP	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, LONDON & ANTWERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON & ANTWERP	"DARDANUS"	On 5th January.
S.S. "NINGCHOW"	left Victoria, B.C., on the 10th inst. for this port via Japan.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 2nd November.
	"PELEUS"	On 30th November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd October, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOY and MANILA	"KAIFONG"	31st October.
ILOILO	"WUCHANG"	31st "
KOBE	"TSINAN"	2nd November.
MANILA	"SUNGKIANG"	11th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.  
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.  
\* N.B.—RED CRY SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th October, 1903.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon midships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 31st Oct., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 7th Nov., at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 24th October, 1903

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH  
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, "
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SATURDAY, 31st Oct.
FOR FOOCHOW	"ANPING MARU"	J. Goto	SUNDAY, 1st Nov.
FOR ANPING	"MAIDZURU MARU"	K. Akashi	TUESDAY, 3rd Nov.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	WEDNESDAY, 4th Nov.

\* VIA SWATOW AND AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.  
By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON Yusen Kaisha's steamers from Shanghai.  
For Freight, Passage and further Information, apply at the Co's Local Branch Office, at No. 8, Des Vaux Road Central.

Hongkong, 28th October, 1903.

T. ARIMA, Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG—MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer "KWONG CHOW," 1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.  
Passage Fare, \$4 Single Journey. Meals \$1 each.  
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.  
No. 8, Queen's Road West.  
Hongkong, 30th May, 1903.

HONGKONG—MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH. DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Dinner and either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 7th September, 1903.

FOR CHEMULPO, DALNY AND PORT ARTHUR.  
(Calling at SHANGHAI).

THE Steamship "PRONTO," Captain Grand, will be despatched for the above Ports, on SUNDAY, the 1st November, at Daylight.

For Freight or Passage, apply to HAMBURG-AMERICA LINE, Hongkong Office.  
Hongkong, 21st October, 1903.

TOYO KISEN KAISHA  
MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	Ernest Bent	3,869	SATURDAY, 31st October, at 10 A.M.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 5th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 24th October, 1903.

EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE," Captain P. T. Helms, will be despatched for the above Ports, on WEDNESDAY, the 18th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st October, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"NIPPON," Captain Klausberger, will be despatched as above on FRIDAY, the 20th November, P.M.

For Information as to Passage and Freight apply to SANDER, WIELER & Co., Agents.

Princed's Building.  
Hongkong, 26th October, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOV AND FOCHOW.

THE Company's Steamship

"HAICHING," Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 31st instant, at 3 P.M.  
For Freight or Passage, apply to DOUGLAS, LAURIE & CO., General Managers.  
Hongkong, 29th October, 1903.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"KURDISTAN" 31st Oct.  
"RICHMOND CASTLE" 10th Nov.  
"ORONO" 19th Nov.  
"ORO" 1st Dec.  
"LOWTHER CASTLE" 12th Dec.  
"SIKH" 22nd Dec.

For Freight and further Information, apply to DODWELL & CO., LIMITED, Agents.

26th October, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 3rd November, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 28th October, 1903.

CHINA COMMERCIAL STEAMSHIP  
COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"CHINGWO," Captain Parkinson, will be despatched for the above Ports, on WEDNESDAY, the 4th November, at Noon.

For Freight, apply at the Company's Offices, No. 20, Des Vaux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 9th October, 1903.

THE AMERICAN ASIATIC STEAM-  
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"

Captain W. T. Bain, will be despatched as above on or about WEDNESDAY, the 18th November.

For Freight, &c., apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 22nd October, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

For Freight or Passage, apply to the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 24th October, 1903.

Intimations.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.  
Ladies and Children's Under-clothing. Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.  
The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 12nd April, 1903.

THE NEW FRENCH REMEDY

TRADE MARK

THE SUCCESSFUL and highly popular remedy, used in the Continental Hospitals by Ricord, Kossan, Jobert, Volpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short-acting diuretic, removes all discharges from the urinary organs, effectually superseding injections, the use of which is so objectionable. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and all diseases for which it has been so much a fashion to employ mercury, arsenic, &c., to the destruction of the patient's health, this remedy is a most valuable and safe remedy, and affords prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a purgative of the blood, scurvy, pimples, spots, blotches, piles and swellings of the joints, rheumatism, gout, neuralgia, and all diseases for which it has been so much a fashion to employ mercury, arsenic, &c., to the destruction of the patient's health, this remedy is a most valuable and safe remedy, and affords prompt relief where other well-tried remedies have been powerless.

THERAPION No. 3 is a tonic, restores vitality, improves the complexion, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

It is sold by the principal Chemists and Dispensaries throughout the world. Price in England 1/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of words "THERAPION" as it appears on the British Government Stamp (the white letters on a red ground) offered to every pack by order of His Majesty's Illustrious Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

Shipping.

Arrivals.

Jelunga, Br. s.s., 1,360, Windebank, 29th Oct.,—Rangoon via Penang and Singapore.
16th Oct., Gen.—J. M. & Co.
Pronto, Nor. s.s., 837, Seeborg, 20th Oct.,—Nuchwang and Chetow 22nd Oct., Beans.
—E. A. T. Co.
Hinsang, Br. s.s., 1,536, Sawyer, 30th Oct.,—Tegal (Java), 20th Oct., Sugar.—J. M. & Co.
Java, Br. s.s., 4,091, Barcham, 30th Oct.,—Fochow 28th Oct., Gen.—J. M. & Co.
Hailong, Br. s.s., 783, Evans, 30th Oct.,—Swatow 29th Oct., Gen.—D. L. & Co.
Taisang, Br. s.s., 1,544, Bradley, 30th Oct.,—Swatow 29th Oct., Ballast.—J. M. & Co.
Pronto, Ger. s.s., 632, Grandt, 30th Oct.,—Canton 29th Oct., Gen.—S. & Co.
Clara Jensen, Ger. s.s., 1,103, Bendixen, 30th Oct.,—Canton 29th Oct., Gen.—J. & Co.

Clearances at the Harbour Office.

Daijin Maru, for Swatow.  
Pak Kong, for Macao.  
Hipsang, for Shanghai.  
Chiyuen, for Shanghai.  
Hans, for Hainan.  
We Ping, for Wuchow.  
Baduia, for Manila.  
Suevia, for Yokohama.  
Wingchait, for Macao.  
Pronto, for Shanghai.  
Longsane, for Manila.  
Rubi, for Manila.

Departures.

Oct. 30.  
Hamburg, for Shanghai, &c.  
Piranang, for Bangkok.  
Bombay Maru, for Kobe.  
Loongsang, for Manila.  
Chiyuen, for Shanghai.  
Hipsang, for Shanghai.  
Wakasa Maru, for Singapore.  
Hue, for Quong-chow-wan.  
Carl Dietrichsen, for Hainan.  
Woonung, for Swatow.  
Tyr, for Canton.

Passengers arrived.

Per Hailong, from Swatow—Capt. Kynoch, and 39 Chinese.  
Per Java, from Fochow—Messrs. Roth, Tomlin, Peebles, and 29 Chinese.  
Per Jelunga, from Singapore—Messrs. Workman, Scott, and 830 Chinese.  
Per Wakasa Maru, from Japan for Hongkong—Messrs. Chu, Chin, McDermott, B. Takigawa, N. Akiyama, H. W. Walker, R. Maclean, and Mrs. Makita. For Singapore, H. E. and Madam M. Inagaki. Mr. S. Nambae, M. M. Masao and daughter. Messrs. Y. Kawasaki, M. Yamoto, Mrs. R. C. Roby, Messrs. J. C. Williams, S. Tokumaru and K. Tanaka. For Colombo—Mr. S. Takaguchi. For Marcellus—H. E. and Madam N. Makino and daughter, Mr. G. Moriya, Miss T. Mano, Mr. and Mrs. O. Fromowicz and 2 children. For London—Mrs. White and 2 children, Messrs. A. Furukawa, J. Johnston, Miss Balgarnie, Messrs. T. G. Carvill, N. Kaneko, Miss Fisher, Messrs. D. Ritchie and J. Barr.

Passengers departed.

Per Hamburg, from Hongkong for Shanghai—Hon. A. M. Thomson, Hon. G. Stewart, Mr. and Mrs. J. Ellinger, Mr. and Mrs. Moxon, Messrs. H. A. J. Macray, Verondart, P. Heyden, F. Reiber, Bosuissou, Davies, Greenstock, Brown, Winney, E. H. Sharp, Pelling, O. Sutor, F. Loges, H. Robertson, Morgan Phillips, E. Owen, A. Cameron, Billies, Roberts, Godfrey, S. Weinberg, Delburgo, Schroeder, R. Gulamal, Mrs. B. Aral, Capt. O. P. Marshall, Mr. and Mrs. W. J. Gedge, Miss Souza, Mrs. F. J. Newell, and Mr. and Mrs. Goldstein. For Nagasaki—Messrs. Sakai and Maruba. For Kobe—Mr. and Mrs. Talabi, and Mr. Nachigall. For Yokohama—Capt. Denarcy, and Mr. F. W. Speidel.

Shipping Reports.

Str. Taisang from Swatow—Fresh N.E. to N.W. wind to port.

Str. Andree Rickmers from Bangkok—26th to 27th inst. typhoon wind from N.N.E. through E. till S.E.E., lowest Bar. 733.5.

Str. Hwang from Java—Very heavy N.W. ly swell after leaving Caba Island, then strong N.E. ly winds, shipping quantities of water fore and aft.

Str. Hailong from Swatow—There to Breaker Point moderate N.E. wind and sea, from thence to port fresh N.W. wind, fine weather but hazy.

Str. Java from Fochow—Left there on 28th inst. at noon experienced strong N.E. gale, with hard squalls of wind and rain, as far as Lamrocks, weather then moderated to fresh wind and fine to port.

Str. Perla from Cebu—There to Lat. 15° 02' N. Long. 119° 48' E., light to fresh N.W. breeze and smooth sea, thence strong gale from N.N.W. to S.S.W. with fierce squalls and high confused sea to Lat. 13° 37' N. Long. 117° 47' E., thence moderate S.S.W. breeze, with strong head sea to Fratas, thence strong N.E. breeze, and high beam sea into port.

Ships Passed The Canal.

Outward—3rd October—Hyton. 6th October—Elmshill, Formosa, Longshich, Oanfa, Kaiman. 10th October—Bingo Maru, Ulysses, Benmah. 13th October—Glenfarg, Candia, Driesen. 16th October—Kingsair, Achilles, Stobber, Hudson, Bengloe, Aragonia. 20th October—Kintuck. 24th October—Nurnberg, Denbighthra, Tamba Maru. 27th October—Armand Bache, Zieten.

Homeward—3rd October—Sigismund. 10th October—Sydney. 13th October—Magul. 16th October—Sithonia. 20th October—Braemar, Kanakura Maru, Prinz Heinrich, Sumatra. 24th October—Konigsberg, Prometheus, Merlonishkire, Ajax. 27th October—Bamberg.

Arrivals at Home—10th October—Salasta, Badenia, Benari, Bendit, Klauschou. 12th October—Palawan. 13th October—Austria. 16th October—Lusa Maru, Verona, Konaka. 20th October—Albana, Alusia. 24th October—Fleathford, Bayern, Factor, Tonkin. 27th October—Indrawadi, Arabla.

Hongkong & Whampoa Dock Returns.

U. S. A. T. Wright	at Kowloon Dock.
Dr. H. J. Kier	"
Paul Revere	"
Athenian	"
Hailong	"
Tarlac	"
Hercules	"
Lillebonne	"
Tsinao	at Cosmopolitan

Steamers Expected.

Vessels	From	Agents	Due
Formosa .....	Singapore.	P. & O. Co.	Oct. 31
Rosetta Maru .....	Manila	T. K. K.	Oct. 31
Kagoshima M. Moji .....	N. Y. K.	Nov. 1	
Namsang .....	Singapore.	J. M. & Co.	Nov. 2
Kasuga M. ....	Japan	N. Y. K.	Nov. 3
Ischia .....	Singapore	C. & Co.	Nov. 3
Bingo Maru .....	Singapore.	N. K. K.	Nov. 3
Doric .....	Japan	P. M. Co.	Nov. 4
Indrapura .....	Japan	B. & A. Co.	Nov. 5
Changsha .....	Sydney	B. & S.	Nov. 8
Nippon Maru .....	San F'cisco	P. M. Co.	Nov. 12
Olympia .....	Victoria	N. P. Co.	Nov. 16
Siberia .....	San F'cisco	P. M. Co.	Nov. 20
Tremont .....	Victoria	D. & Co.	Nov. 25



### VISITORS AT THE HOTELS.

LAST DIVIDEND.		TO-DAY'S QUOTATIONS
BANKS.		
of £1.10/- @ 1/8 = \$18 for half-year ending 30.6.1903 .....		\$630
do = \$1.96 for 1902 .....		\$284 b.
do .....		\$10
INSURANCES.		
per cent = \$32 per share for 1902 ...		\$4924 b.
do = \$1 for year ended 30.4.1902 .....		\$50
of £1 making £2 for 1902 .....		Tls. 216 s.
do = \$1 for 1901 .....		\$135
do = \$15 per share for 1902 .....		\$175
INSURANCES.		
per share for 1901 .....		\$320 s.
per share for 1901 .....		\$90
MINEWORKING.		
for half-year ending 30.6.1903 ...		\$314 b.
= 10/- per share for 1902 .....		\$77
= \$5 per share for 1902 .....		\$10 aa.
of \$3 for year ended 30.6.1902 .....		\$26 s.
do = 12% for year ending {		\$20 a.
ts. 30.4.03 .....		\$16 s.
Interim of 6d. for 1902 .....		£0.19/- s.
Interim of 2% for 1903 .....		Tls. 36 s.
Interim of 4% = Tls. 2.00 .....		Tls. 55 aa.
Interim of 3 1/2% = Tls. 1.75 .....		Tls. 50 s.
MINERIES.		
of \$7 making \$12 for 1901 .....		\$96
per share for 1897 .....		\$10 *
of 7% for year ending 30.9.02 .....		Tls. 60
MINEWORKING.		
do .....		\$14 *
of Frs. 30 making Fcs. 60 for 1902 .....		\$600 s.
do 12 of 1/- per share 28.1.01 .....		\$8 sa.
do 12 of 1/- per share 26.1.02 .....		Tls. 64 ex div.
MINEWORKING AND GODOWNS.		
= \$6 for 1/4 year 30.6.03 .....		\$201 b.
of Tls. 8 making Tls. 15 for year ending 30.4.03 .....		Tls. 117 1/2 b.

in of \$24 for 1903 .....	\$86 b.
for 1902 .....	\$38 sa.
of Tls. 5 for 1903 .....	Tls. 217½ sa.
S AND BUILDINGS.	
80 cents per share for 1902 .....	\$9 sa.
in of \$6 for 1903 .....	\$154 s.
per share for 1902 .....	\$35 sa.
in of \$14 for 1903 .....	\$52½ sa.
first 4-year 1903 .....	\$47 b.
\$4 for 4-year ending 31.12.1900 .....	\$148 s.

CONNAUGHT.

year ending 31.3.03 .....	Tls. 14. 52.
cent. for 1902 .....	510 1/2
m of 6% for 1903 .....	Tls. 100 b.
MILLS.	
of 60 cents, making 51 for } 12/1903 .....	514 1/2 b.
or period ended 31.10.97 .....	Tls. 324 1/2 sa.
m of 3% on account of 1898 ...	Tls. 224 1/2 sa.
m div. of 4% on acct. of 1898 ...	Tls. 35 1/2 sa.
or period ended 31.12.00 .....	Tls. 200
CO COMPANIES.	

for year ending 30.6.1900 .....	\$250 b.
.....	\$15 sa.
n of Tls. 3 per share .....	Tls. 50½ sa.

ANNOUNS.	
\$1.20 per share for 1902 .....	\$22½ b.
ear .....	\$9½ s.
n of 5 % for 1902 .....	\$14½ sa.
share for 1902 .....	\$8 s.
is for year ending 30.4.1903 .....	\$12 b.
is for year ending 30.4.1903 .....	\$6½ b.
iv. and 1 % bonus for 1901 .....	\$140 b.
1902 .....	\$145
cent=\$3.75 for 1902 .....	\$47½
n of \$4 for 1903 .....	\$250 s.
year ending 31.11.1902 .....	\$320
is for year ending 31.7.1902.....	\$13½ b.
cent=\$½ for 1902 .....	\$40
\$½ for 1902 .....	\$40 s.
.....	\$5½ s.
} for year ending 31.5.03 .....	\$9 b.
.....	\$210 sa.
of 6 % .....	\$15½ b.
¼ for half-year 1902.....	\$5 b.
.....	\$50
ear ended 30.6.1903 .....	\$15 b.
.....	\$9
trium Dividend of Tls. 7½ paid 1903 .....	Tls. 270 : a.
.....	\$50
BENJAMIN, KELLY & POTTS,	
Share Brokers	

MACEWEN, FRICKEL & CO. UNDERTAKE TO DELIVER Gifts of Tea, Cigars, Curios, Silver, etc.  
at Home Addresses Free of Freight, Duty, or other charges to Consignees.

PARCELS intended as 'XMAS GIFTS should reach the Office before November 9th. New Year Gifts before Nov. 14th.

**NOTICE.**—Importation into England of Tobacco, Cigars and Cigarettes packed along with other goods is now prohibited.

OFFICES: 3, DUDELL ST.



HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

GENERAL DRAPERS & HIGH CLASS  
DRESS-MAKERS.

HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

FAMED FOR  
SHIRTS.  
28, Queen's Road.

#### DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

#### CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

#### PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

#### DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

#### GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

#### HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

#### SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

#### CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

#### RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

#### LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

#### LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

#### BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

#### CORSETS.

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

#### THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

#### THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

#### UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

#### HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-ettes in large variety.

#### LININGS.

We hold a full Range of Dressmakers' Linings and Sundries Sateens, Linenets, Selencies, Black, Backs, &c.

WM. POWELL, LTD.,

DRAPERS.

MORE NEW GOODS.

DAINTY FANS, PURSES,  
CHATELAINE BAGS.  
SILK AND FLANNEL BLOUSES.

DENTS GLOVES.

CHIC NECKWEAR.  
NEW VEILINGS.  
LACE STOLEES.  
WINTER JACKETS.

GENTLEMEN'S

Dancing Pumps, Dress Shirts,  
Gloves and Ties.

SMART HIGH GRADE BOOTS.

30 different shapes and kinds.

Perfect Style and Finish.

The Best is always the Cheapest.

#### TRIMMINGS

Of every Description. Rich Silk Appliques Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

#### JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

#### VELVETS, VELVETEENS.

Feather and Fur Boas, and Light Silk, Chiffon, Lace and Net Ruffles and Fascinators.

#### BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

#### CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep. Crettonne, and Chinelle.

#### TABLE COVERS

In all the newest designs and makes.

#### CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

#### QUILT AND BLANKET DEPT.

Silk-covered Elder Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

#### IRONMONGERY.

Standard Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

#### HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

#### DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

#### GAMES:—CRICKET, TENNIS, CROQUET.

#### FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop, La, Dominoes, Chess, Draughts; Children's and Adults' Table Games stocked.

#### TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

#### DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

#### FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

#### OVERMANTLES AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-made.

#### GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

#### TRUNKS.

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willowden Canvas, Solid, Leather, etc.

#### LADIES' HAT BOXES

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

#### SEWING MACHINES.

Jones' Famous Hand and Treadle Machines, famous throughout the East.

#### CHILDREN'S OUTFITTING

In all its Branches.

R. G. HECKFORD

MANAGER